

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Czechoslovakia	REPORT NO.	
SUBJECT	Railroad Stations and Classification Yards in Kladno and Dubi	DATE DISTR.	5 October 1955
DATE OF INFO.		NO. OF PAGES	7 25X1A
PLACE ACQUIRED		REQUIREMENT NO.	
DATE ACQUIRED	25X1A	REFERENCES	

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LIBRARY SUBJECT AND AREA CODES

(30)

3-02-0406

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COUNTRY Czechoslovakia

DATE DISTR. 26 Aug. 1955

SUBJECT Railroad Stations and Classification
Yards in Kladno and Dubi

NO. OF PAGES 6

DATE OF INFORMATION

REFERENCES:

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THIS IS UNEVALUATED INFORMATION

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Reference is made to page 2, overlay on GSGS 4416, Sheet T-8, Scale 1:100,000, Kladno, on which source identified the following points:

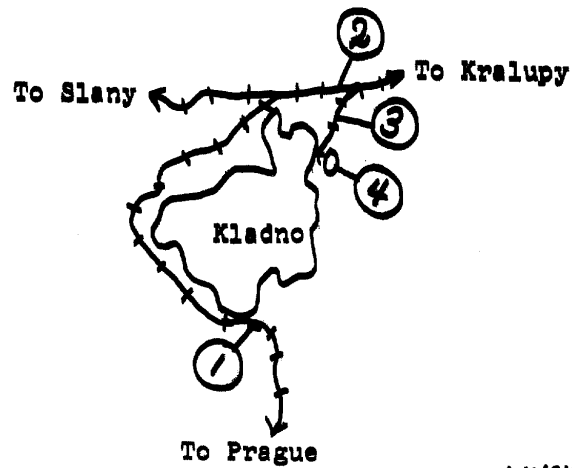
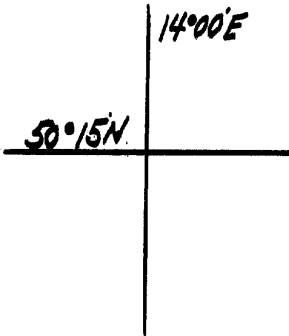
1. Railroad Station in Kladno. For further information see page 4, memory sketch of the railroad station and classification yards in Kladno (N 50-09, E 14-06).
2. Railroad Station in Dubi. For further information see page 6, memory sketch of the railroad station and classification yards in Dubi (N 50-10, E 14-09).
3. Single-track railroad. Construction was completed in 1953. This railroad was constructed in order to transport scrap metal from scrap metal pile to the United Steel Works, National Enterprise.¹
4. Scrap metal pile. Scrap metal was collected there and cut into smaller pieces before being transported to the steel works.

1.

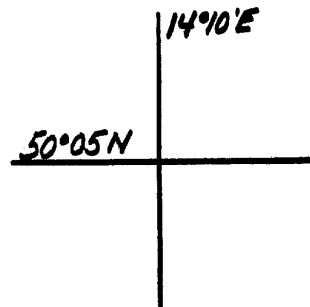
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Overlay on GSGS 4416
Sheet T-8, Kladno
Scale 1:100,000



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Reference is made to page 4, memory sketch of the railroad station and classification yards in Kladno, on which source identified the following points:

1. Freight storehouse, single-story brick construction, 90 x 25 x 6 m., low gable roof covered with tarpaper.
2. Nadrazni trida (Railroad Station Boulevard). Partly asphalt, partly cobblestone, 20 m. wide, good condition.
3. Vehicle parking area, partly cobblestone, partly gravel, 200 x 60 m.
4. Water supply point.
5. Station building, two-story, brick construction, 120 x 20 m., low gable roof covered with tile. The first floor of this building was occupied by the railroad offices and waiting rooms. Living quarters were located on the second floor.
6. Railroad equipment storehouse, single-story, brick construction, 60 x 10 x 5 m., low gable roof covered with tarpaper.
7. Classification yard, about 10 to 12 tracks. The two most northern tracks were the main through-tracks. All the other tracks were general purpose and classification tracks. The passenger trains utilized only the two main through-tracks. There were about 25 trains in each direction in a 24-hour period. The peak of traffic was between 0500 - 0700 hours and 1400 - 1500 hours. Freight through-traffic was unknown to source. He stated that on the average there were about three freight trains at the station. Source believed about 35 freight trains were loaded and about 15 freight trains unloaded daily; 60% of the trains loaded at this station carried coal, 30% steel, 10% wood, bricks, cables, etc. Of the trains which were unloaded at the station, 60% were carrying raw materials for the United Steel Works, National Enterprise, 20% wood for mine supports, and the remaining 20% were general merchandise. The mixed transports arriving or leaving the station consisted of about 45 cars; steel transports consisted of about 35 cars; and coal transports consisted of about 60 cars. About 5% of the cars were four-axle cars, and the rest were two-axle. The coal loaded at this station came from the coal mines Fierlingr I and II, Nosek, and Zapotocky.¹ Steel came from the United Steel Works, National Enterprise, and cables from the Kladno Cable Plant.²
8. Railroad upkeep shop, single-story, brick construction, 40 x 15 x 5 m., low gable roof covered with tarpaper.
9. Wooden board fence, about two meters high.

25X1A 1. Comment: Fierlingr I was located in Vinarice (N 50-11, E 14-05). Fierlingr II was located in Libusin (N 50-10, E 14-03). The Zapotocky mine was formerly the Praga Mine and was located in Dubi. The Nosek Mine was located about 10 km. west of Kladno.

2. Comment: This cable plant is also known as Kablo Kladno, narodni podnik.

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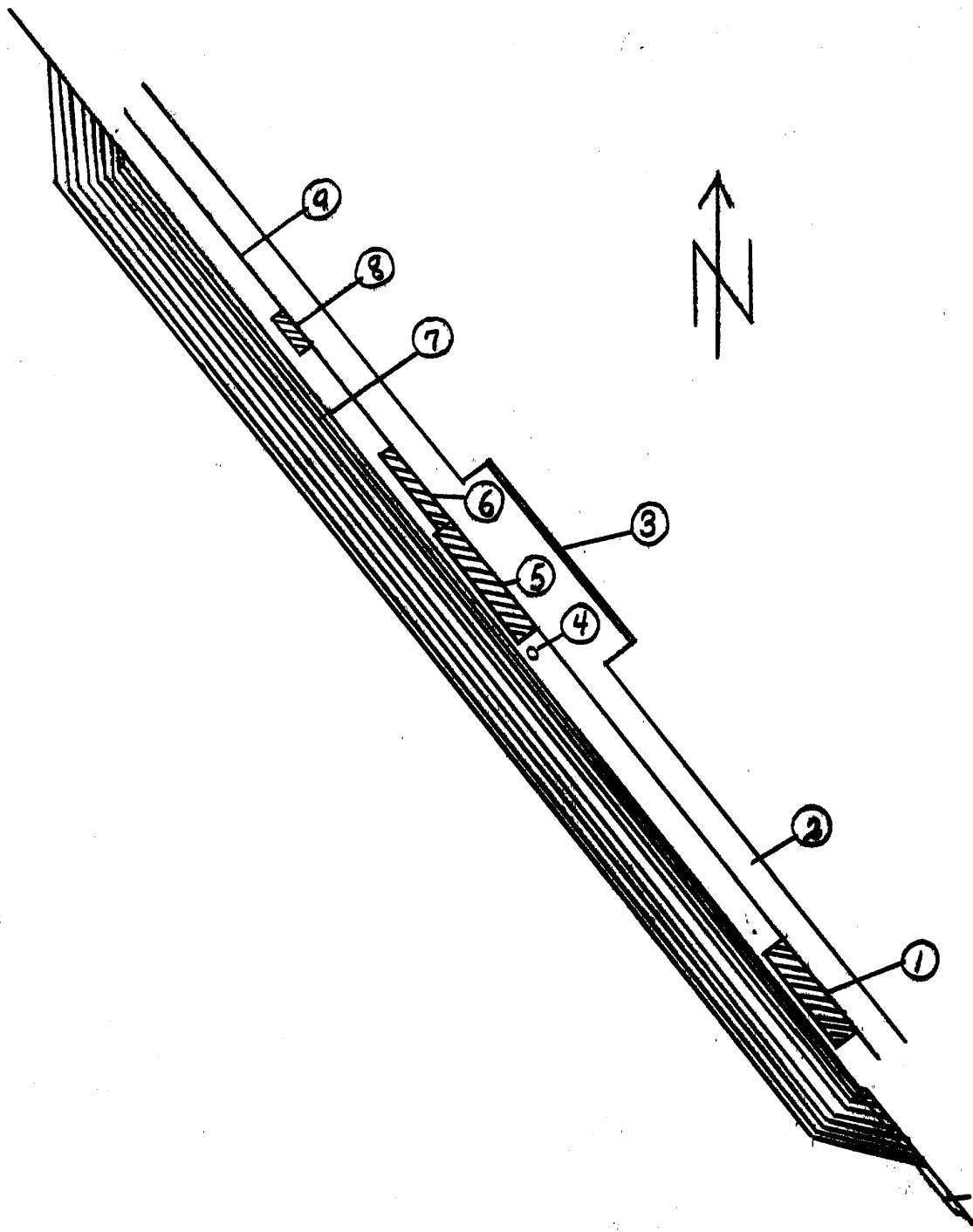
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- 4 -

Memory Sketch of the Railroad Station and Classification
Yards in Kladno



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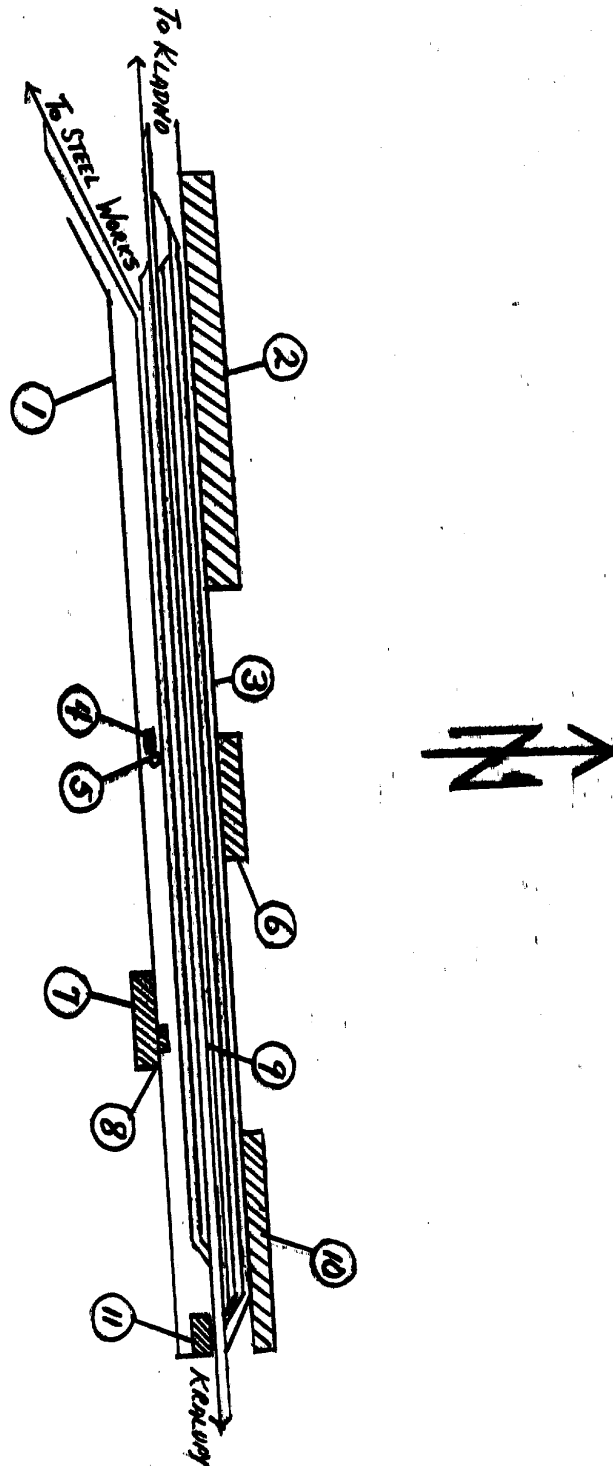
Reference is made to page 6, memory sketch of the railroad station and classification yards in Dubi, on which source identified the following points:

1. Brick wall, about 1.5 m. high and one kilometer long.
2. Storehouse, single-story wood construction, 300 x 12 x 4 m., low gable roof covered with tarpaper. The side facing the railroad tracks had no wall. Source observed barrels being stored there.
3. Cobblestone ramp, one kilometer long, three meters wide, and one meter high.
4. Railroad switch control house, two-story, brick construction, 10 x 5 m., low gable roof covered with tarpaper. Source believed the switches were operated manually.
5. Water supply point.
6. Freight storehouse, single-story brick construction, 80 x 10 x 4 m., low gable roof covered with tarpaper.
7. Two-story building of brick construction, 60 x 12 m., gable roof covered with tile. Railroad offices and railroad maintenance shop were located on the first floor. The second floor was occupied by living quarters.
8. Single-story brick construction, attached to building (point 7), 10 x 3 m. Source believed offices were located there.
9. Classification yard, about seven tracks. The fifth track from the north was the main through-track. About 18 passenger trains daily in each direction. Some of them were Diesel powered. There were, on the average, two or three freight trains at the station at all times. There was almost no through-freight traffic. About 15 freight trains were assembled and departed from here daily: 49% of them carried steel, 49% coal, and 2% cables and general merchandise. The steel transports consisted of 25 to 30 cars and the coal transports of about 50 cars. About 10 freight trains arrived daily at the station; 70% of them brought raw materials for the United Steel Works, National Enterprise, and 30% brought lumber and construction materials. The peak of traffic was between 0700 - 1100 hours. About 5% of all railroad cars were four-axle type. Most of the locomotives at this station belonged to United Steel Works, National Enterprise.
10. Old storehouse, wood construction, 150 x 20 x 3.5 m., low gable roof covered with tarpaper. This storehouse was not utilized.
11. Dubi Railroad Station building, two-story brick construction, 40 x 20 m., gable roof covered with tile. Railroad offices and waiting rooms were located on the first floor. The second floor was occupied by living quarters.

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Memory Sketch of the Railroad Station and Classification Yards in Dubai



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